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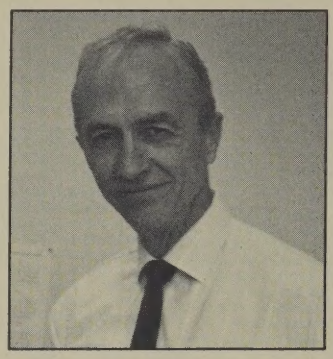
Pre-school kids learn paleonotology

That's heavy! Craig Powell,4, shows he's brave enough and strong enough to hold up a real dinosaur bone.

u.s. department of the interior • bureau of land management

Pipe inspected in Yanbu, Saudi Arabia

BLM engineer Perry Francis found himself on the job in a strange land at a strange time. While many Americans were putting on their military uniforms and shipping out to Saudi Arabia, Francis put on his BLM uniform and went to Saudi Arabia to work on a special project for the Branch of Pipeline Monitoring. Francis went to Yanbu, Saudi Arabia to inspect a pipe-coating process to be used on new pipe for the Trans-Alaska Pipeline.



Perry Francis

Because of pipe corrosion, Alyeska Pipeline Service Company, which operates the Trans-Alaska Pipeline, decided in 1989 to replace an 8-1/2-mile segment of the pipeline buried in the Atigun River floodplain.

There are only a few mills in the world capable of making 17 miles of 1/2-inch -thick, 48-inch-diameter steel pipe. The ILVA Steel Company in Taranto, Italy is one of them and was chosen by Alyeska to manufacture the pipe. Francis went to Italy to oversee the manufacturing process and to ensure that the pipe met all government standards.

After Italy, the pipe was shipped to the Al Qhatani plant in Yanbu, Saudi Arabia, to be coated. The coating process is a critical step in providing corrosion resistance for the pipe.

The huge pieces of pipe rolled through the plant and underwent water washing, sandblasting, a phosphoric acid wash, a second water wash and a wash with chromite. Then it was heated to approximately 500 degrees and sprayed with dry powdered epoxy.

Francis said it was interesting to be in Saudi Arabia and see first hand the build-up of military troops.

"Highways were blocked by convoys of French and Egyptian tanks and troops, since Yanbu is a fairly big sea port," Francis said.

"The Al Qhatani pipeline coating terminal is one of the most modern coating plants in the world," Francis added.

Alyeska Pipeline Service Co. chose a fusion bonded epoxy coating after they analyzed a series of tests conducted by Battelle Laboratories of Columbus, Ohio.

Francis and a 20-man team of inspectors hired by Alyeska observed the coating of a piece of pipe. Francis made sure that the team hired by Alyeska was using the specified inspection techniques. He also performed random checks on their work and examined their credentials.

Francis said the military situation in Saudi Arabia caused only one minor snag. Many of the laborers at the plant were from Yemen. The King of Saudi Arabia deported them, as Yemen supported Iraq. Fortunately, however, this caused no major delays because the plant immediately hired new laborers.

"Quality-wise everything went great, no major holdups," Francis said.

After the coating process was finished, the pipe was shipped to Atigun Pass via Valdez, and Alyeska has now begun to lay the pipe in the ground.

—Karren Stockie

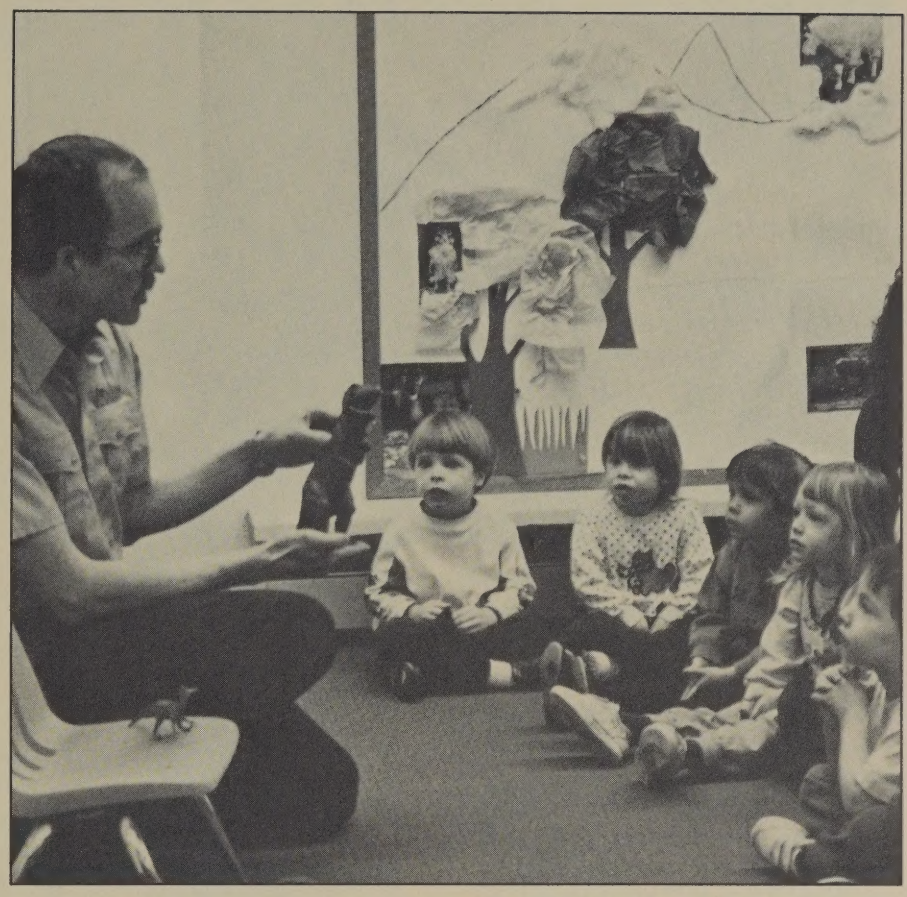
Volunteer Karren Stockie, a recent journalism/public relations graduate, is currently working in BLM's Alaska State Office of Public Affairs.

Buried pipelines are subject to corrosion with the passage of time. Magnetic corrosion detectors or "pigs" have been run through the line to detect irregularties since its first year of operation. In August 1989 and in 1990 a new type of pig, using ultrasonic detection technology, was put through the line . This new pig has been extremely accurate in detecting irregularities in the pipe wall thickness. These areas are being excavated, inspected and repaired as specified by BLM and the Department of Transportation's Office of Pipeline Safety.

Temperatures dipped to -50 F this winter at Gailbraith Lake, but crews rearely stopped working on the pipeline repair.

"As the twig is bent, the tree's inclined"

—Alexander Pope



Arecaeologist Bob King teaches pre-schoolers about dinosaurs in Alaska.

When Bob King had the slide projector all set up, the teachers led small groups of children into the room and seated them on the floor in a cluster around him.

The children were between three and five years old, and they were about to hear the latest developments in arctic paleontological work on dinosaurs in Alaska. They were excited.

First, King talked to them, letting them tell him what they knew about dinosaurs. Next he showed slides of scientists working at the Colville River dig on the North Slope. The children watched wide-eyed. They were fascinated by close-ups of the paleontologists using little paint brushes to delicately uncover dinosaur bones buried in the river bank.

Then he showed them toy dinosaurs like the ones found in Alaska. The kids were bright.

"Tyrannosaurus!" one boy exclaimed, pointing at the toy. Another child said, "He had lots of teeth!" They eagerly passed the toy dinosaurs around the group.

Next King showed them pieces of actual dinosaur bones that had been uncovered at the dig. He passed them around.

But real bones that were millions of years old were a little disturbing. Some children didn't want to touch. Others boldly held them, turned them over, and hefted them to test their weight.

Meanwhile, one of the teachers, Soutsakhone Amphay, videotaped everything. At the end of his presentation, King gave the children bookmarks with pictures of the Alaska dinosaurs.

After he finished and the children trooped out of the room, teacher Mary Lil Szal commented, "It's so nice to see the photos of people working right here in Alaska. And to see real bones!

"We're going to share this information with the people in the community. I think they'll be interested."

Education is something BLM is emphasizing in all of its programs, but even so, what purpose does it serve for a scientist to explain paleontology to children who are only three or four years old? Bob King says, "It instills appreciation for the past. It exposes them to things they don't know. Perhaps it excites them."

"Even at their young ages, they are learning that small pieces of bone found today can tell us of an ancient past inhabited by mysterious creatures and the ghosts of another time.

"Although these children don't know it, they are learning the basics of scientific investigation. They can develop a fondness for it. It's wonderful!"

—Jane Mangus

Alaska's Dinosaurs

According to BLM 's Bob King, some dinosaur bones found here in Alaska are rewriting the book on the Pachyrhinosaurus, or "thick-nosed lizard." Originally this animal was thought to differ from Triceratops because Triceratops had horns. But now in Alaska the skull of a horned Pachyrhinosaurus has been found. It has a large nose horn and smaller horns near the eyes. "This is exciting evidence for a closer relationship between these ancient animals," says King.

Where do fish winter?

After drilling a hole through a dome of aufeis, BLM biologist Brian Lubinski carefully lowered a periscope with a waterproof lantern attached into the water below.

"Hey, there's a bunch of grayling down here!" he shouted excitedly to his companions. As he watched, the light bounced off the slowly moving, silver bodies of arctic grayling and a few juvenile slimy sculpins. Before the day was over, he also saw juvenile slimy sculpins in other unfrozen pockets of water.

He later commented, "We see a lot of empty pools, so it's a treat to find a school like this one under the ice. Now we just have to figure out why they're there."

Alaskan biologists have believed for a long time that fish could not survive over the winter in small streams of Interior Alaska because most of these streams freeze to the bottom because of extremely cold temperatures.

Lubinski, a fisheries biologist with BLM's Steese/White Mountains District; Alan Burkholder of the Alaska Department of Fish and Game; and Nick Hughes, University of Alaska doctoral candidate, have been working on a cooperative study sponsored by the three agencies to determine overwintering areas in the tributaries feeding Birch Creek Wild and Scenic River.

Is anyone home? Fisheries biologist Brian Lubinski peers into aspring-fed pool under the ice to see if fish are overwintering there.

Lacking any other information, most people assumed fish migrated to larger streams and rivers, Lubinski said.

However, they have found fish surviving in pools much shallower than they would have predicted possible.

Hughes is trying to define the physical and chemical characteristics of overwintering pools in Twelvemile Creek, 89 miles northeast of Fairbanks.

"All fish need is an adequate supply of oxygen, liquid water and food," said Lubinski. He thinks food availability may not be critical because feeding declines when water temperatures drop.

"We're trying to determine what factors fish key in on when they select an overwintering spot. Apparently they can detect minute changes in temperature, possibly even a one-degree difference." He added that grayling are extremely opportunistic, and take advantage of all available space.

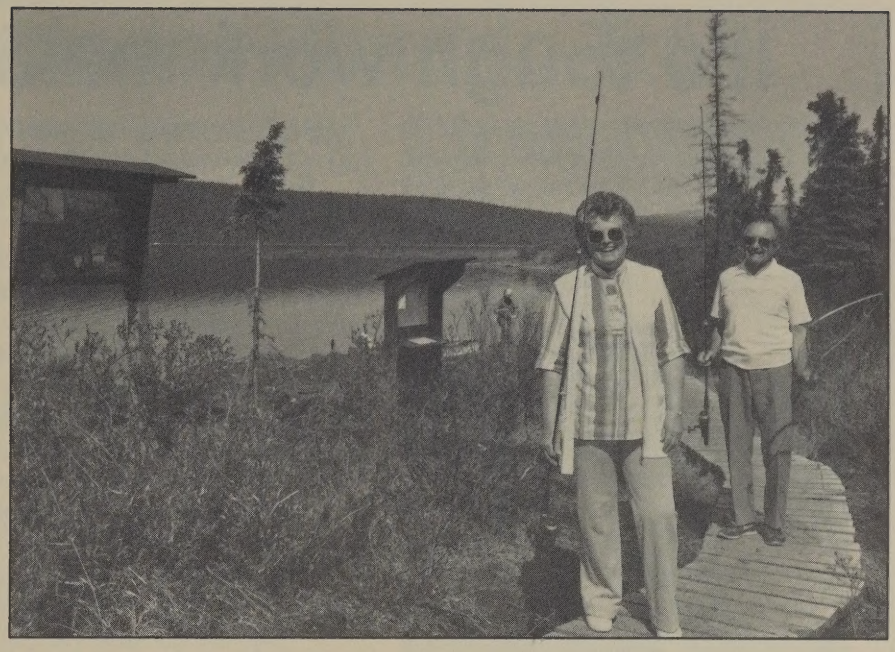
The information collected in this inventory will give resource managers a better idea of what protection is needed in parts of the stream containing overwintering areas.

"Since one of BLM's management goals is to maintain or improve habitat for the enhancement of fish populations, it is important for us to define the life cycle and desired habitat of the fish in our streams," Lubinski said.

—Sharon Durgan Wilson

BLM to fix up, expand Sourdough Creek Campground

Work scheduled to start this summer



Already popular with people fishing and floating on the Gulkana National Wils River, the completed campground will have special trails, ramps and a special dock for elderly people and people in wheelchairs.

Sourdough Creek Campground has enriched the summers of thousands of visitors over the last 30 years, despite few improvements from the days when it was a highway construction camp.

But over the next several years, BLM plans to transform it into a recreation destination that can provide even more enjoyment for all kinds of people.

This summer: new bridge, road and boat ramp

Glennallen District Outdoor Recreation Planner Larry Kajdan reports that permitting is now being discussed and a contract prepared for bid to build a new bridge over Sourdough Creek into the campground this summer. A new boat ramp, new road from the bridge to the ramp, and vehicle parking in the new boat ramp area are also planned for construction this year. The Alaska Department of Fish and Game is cooperating in the project by funding part of the cost of building the boat ramp and the gravel parking area.

The improvements will no doubt be welcomed by the more than 30,000 visitors each season who enjoy the road-accessible fishing and boating opportunities on the Gulkana National Wild River that are available at the campground.

Not so welcome will be the inevitable closure of the facility while the improvements are being made.

During construction, which (at press time) is scheduled to start June 15th, the campground will be closed. While it is closed, a temporary campground and launch site is planned for an area about half a mile north of the existing campground.

Other sites offering fishing and camping are also available at Paxson and Tangle Lakes campgrounds.

Long-range improvements

The Sourdough Creek campgound is scheduled for extensive upgrading that will take three years to complete, but when it is finished, it will incorporate several features that will make camping easier for the handicapped.

Wheelchair access

One exciting addition to the campground will be a fishing dock that is safe for people in wheelchairs. Another is a ramp that will allow people in wheelchairs access to boats. And one of the interpretive trails planned will have benches along the route and will be suitable for wheelchair-bound users.

"Sourdough Creek Campground will one day provide the elderly and the handicapped with a unique outdoor experience," says Glennallen District Manger Gene Keith.

New campsites

Ultimately, the campground will boast 41 single-family camping units and five double-family units, including some units designed with the walk-in tent camper in mind, and others with pull-through access to accommodate large recreational vehicles and vehicles towing trailers.

—KJ Mushovic

(K.J. Mushovic is a natural resource specialist with the BLM Glennallen District Office.)

The Bureau of Land Management and other Interior Department agencies have formed a partnership with Amerifish Corporation in a program to promote fishing opportunities for disabled people. The group will also provide educational materials about recreational fishing and environmental awareness on land manged by the Interior Department.

It's tough work making an inventory

BLM recreation specialist Dean Littlepage skis along the Ititarod Trail near Rainy Pass. He's pulling a sled loaded with camping gear and food for the seven-day trip. Winds were 35 to 40 miles an hour and temperature about 5 degrees, so he wore a face mask.

The Iditarod National Historic Trail gets its share of traffic each year during March. Mostly it is mushers competing in the internationally famous Iditarod sled dog race and snowmachiners racing in the Iron Dog competition.

But this year, on the heels of the last Iditarod dog musher, three BLM Anchorage District Office employees skiied 140 miles of the trail. Pulling 70-pound sleds, outdoor recreation planner Dean Littlepage, and geologists Bruce Giffen and Carl Perrson made the trek from Puntilla Lake to Nikolai making an inventory of the trail.

They located sites where shelter cabins could be built, reviewed trail conditions for future improvement projects, and matched the trail on the ground to the trail shown on major maps.

Their trip began when a charter flight dropped the group off at Puntilla Lake, an hour out of Anchorage. Giffen says, "The weather was perfect—hot and sunny—and we skiied 12 miles that day."

On day two, a ground blizzard

Dog mushing: What's it really like?

Mary Leykom, a natural resource specialist with BLM's Kobuk District Office, spent five years managing BLM's Kotzebue Field Office. While living there, Leykom kept a dog team for recreation.

Most of us know running a dog team requires stamina, but what makes it fun? Here Leykom tells what mushing is like:

It's exciting. When you're starting out, just before you pull that snow hook, and you've got a whole mess of dogs out in front of you and a turn or trees up ahead, and the dogs are pulling so hard—

You lift up the hook and you don't know what's going to happen. If you've just started so the dogs are fresh, boy! If somebody gets all tangled up, you've got to stop the team.

You put your brakes in, those two great big snow hook things. Then I always walk along hanging on to the sled, so that if the hooks pull out, at least I'm still with the team.

But I had an incident once—

The carabiner, the steel ring that holds the gang line to the line on the sled, opened up somehow going over a bump. And the dogs just trotted off without me.

I'm standing on the sled thinking everything's fine, and I just saw the whole dog team trot off, leaving me stranded with the sled.

Now, the snow hook is attached to the gang line, so it was bounding across the ice. I was screaming and yelling, and I can still remember Casper, my wheel dog, trotting along, looking back at the sled, thinking, "Something's wrong here. Now what is it?"

Well, the dogs just kept trotting off. They all knew something was wrong, but one dog couldn't stop because the others would just pile on top of them.

I was running along with all my heavy gear on, It wasn't until maybe half a mile later that the snow hook, bounding along behind the dogs, got stuck in a crack in the ice. I thought, "Oh, I'm saved! Whew!"

But I had left the loaded sled behind.

So I ran up, and caught up to the dogs and I just stood on that snow hook with my two boots.

Then I thought, "Here I've got eight powerful dogs. What's going to happen when I lift that hook out of the ice? They're going to take off, and I'm going to be dragged along, either back to the dog lot where we came from, or worse yet, to the dump."

All dog teams always want to go to the dump because there's always some rotten, disgusting meat or something in there, and it's really enticing.

Eventually I just got between the two leaders and ran back. They all balled up, and it was a terrible mess. But I did finally get things under control."

Everyone who's run dogs has stories like this.

There's something about dog mushing that really is so frightening and exhilarating! It must be like going off a ski jump.

Leykom sees increasing numbers of people taking up dog mushing for recreation. She thinks it's destined to become a big sport throughout the snow belt, but especially here in Alaska where the Iditarod National Historic Trail reminds us of what traveling was like in Alaska during the gold rush.

—Jane G. Mangus

f the Iditarod National Historic Trail

howled in their faces for seventeen miles of practically non-stop skiing over Rainy Pass. Perrson says, "We didn't dare stop—it was too cold."

By day three they skiied the gorgeous Dalzell Gorge valley, down the Tatina River to the Rohn River cabin. BLM manages the cabin, an Iditarod Trail Sled Dog Race checkpoint and a favorite stopover for mushers. The cabin was well stocked with coffee, soup, canned bacon and other supplies. It was also the only time during their seven-day trip that the group overnighted in a cabin. On the next day, they followed the South Fork of the Kuskokwim River to camp at Farewell Lake.

Next came the "biological desert," as Giffen calls the Farewell Burn. "I didn't see one living thing. The trees were either real small or dead," says Giffin. Littlepage adds, "We also got lost."

Twenty-four miles later, on day 6, they made it to the open waters of Sullivan Creek. They waded through like all the mushers before them.

"This is BLM-managed land and we're looking at possibly putting a bridge there or a shelter cabin. The open water is a problem every year," says Littlepage.

On the way into Nikolai they discovered trail easements differing from those on their maps.

Littlepage says, "It was helpful to be on the ground so we could find these things out."

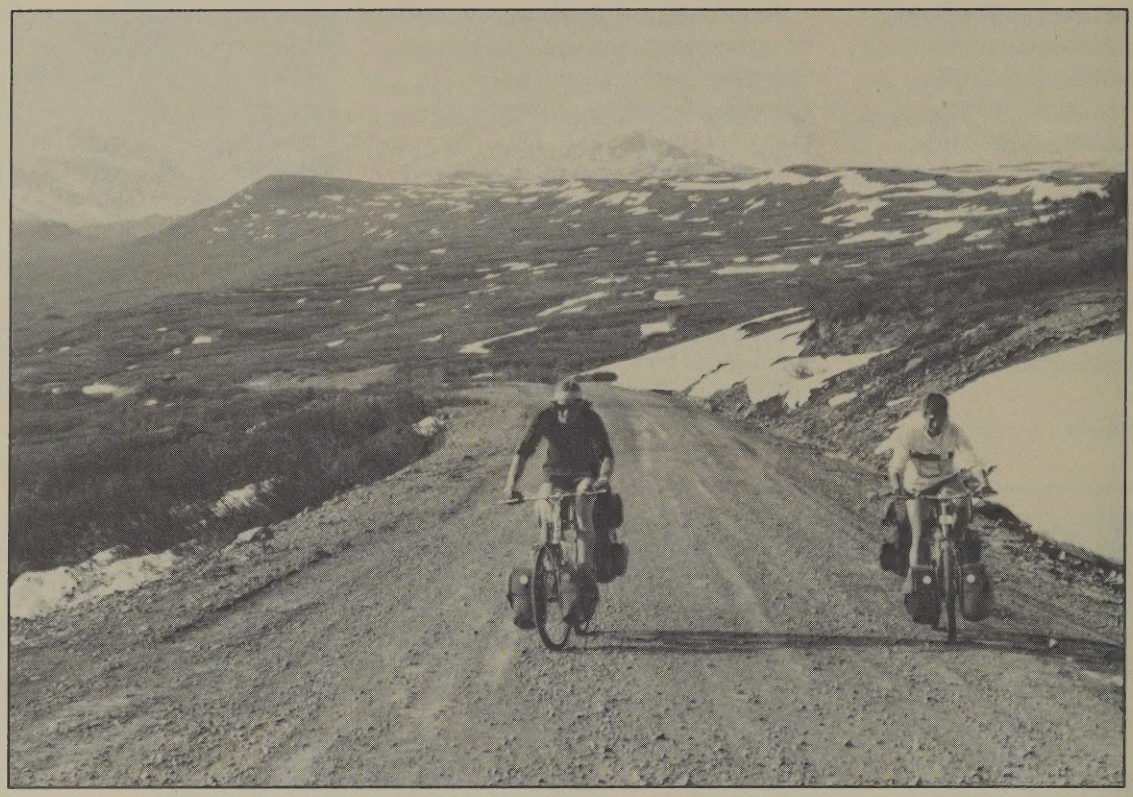
Littlepage is planning for this summer, when he's planning on-the-ground projects that will include marking and maintaining the trail. Other work will be done on the interpretation of the national historic trail and its history, the development of trail computer files, and historic resources and land status information.

BLM's Iditarod National Historic Trail Advisory Council plans to meet in May to discuss these and other upcoming Iditarod trail projects proposed by the BLM.

—Danielle Allen

Leykom and a friend spent a night at this shelter cabin during a trip from Fairbanks to Kotzebue one Easter. After camping out in temperatures of 40 degrees below zero, they were delighted to find a cozy cabin. BLM manages several shelter cabins along the Iditarod National Historic Trail.

Try mountain bikes to find scenic Alaska



These cyclists are challenging the 135-mile Denali Highway. They made it all the way from Paxson to Cantwell.

Balloon tires with knobby sidewalls, designer colors, 21-gears, no fenders—these bikes are nothing like the one you used as a kid. Then again they are.

Mountain bikes are a curious blend of back-to-basics—wide, thick tires and a rugged frame—and new technology—high strength metal and composites, new gear and seat designs—all aimed at constructing the most comfortable and efficient human-powered vehicle that can go almost anywhere.

This curious blend of old and new may be why mountain biking now is one of the hottest outdoor sports going, accounting for more than half of all new bicycle sales nationally.

Youngsters like these bicycles because they are a transition between skateboarding and motorcycling. College-age people and former backpackers now sliding into middle age like the fact that the bicycles provide access to wild places in the backcountry.

Today more and more people are looking for places to ride. Most want rugged terrain, not city streets. The bike's rugged, durable design means people of all ages can travel down old roads and trails that would give the thin-tire racing bikes a lot of trouble. Here in Alaska there is no shortage of uncrowded places with lots of scenery and wildlife to see along the way.

Riding along backcountry trails and four-wheel-drive roads brings you in contact with great scenery in the terrain of your choice. Many such routes, roads and trails exist in Alaska and are occasionally used by miners and sportsmen. And as an added bonus, you may be able to see and enjoy wildlife better from the road while traveling on a small, quiet two-wheeled vehicle.

When you choose a route already dedicated to vehicle use, your trip is unlikely to contribute to erosion. Pick a route that matches your ability. Although this type of travel is usually thought to be the domain of the young, there is no reason why it cannot be combined with a family camping trip or day outing for people of any age who are reasonably active.

Mountain biking is just one more way to enjoy your BLM-managed public lands.

—Ed Bovy

Here are some good places for a family outing

The Bureau of Land Management recommends several locations in Alaska that are suitable for mountain bike travel.

All of the following locations are "side roads" where one can encounter motorized vehicles, but where traffic is light except during the fall hunting season.

Denali Highway

The **Denali Highway** is used by mountain bikers who don't mind some tourist traffic. This road is about 135 miles long, and connects Paxson and Cantwell. Five roadhouses along the way offer food and lodging, not a bad treat for those new to long distance travel or not used to Alaska's variable summer weather. Summer conditions can vary from heat and dust to cold and rain.

For shorter trips, the BLM recommends four trails or side roads from the Denali Highway in the Tangle Lakes area. All are reached via the Denali Highway.

Milepost 43.5. The **Maclaren River Road (1)** is a good trail, approximately 12-13 miles one way ending at the Maclaren Glacier. **Caution:** about four miles in from the Denali Highway, one must ford the West Fork of the Maclaren River, a glacial stream that may be too dangerous to cross during periods of heavy rain. This is followed by five miles of good trail, then about a half mile of willow thicket, and then three miles of good trail to the glacier. Moose, caribou and grizzly bear are seen with regularity.

There are two trails at Milepost 37. The **Maclaren Summit Trail (2)** heads north for three miles and stops where there is an excellent view of the Alaska Range. Terrain is uphill most of the way. The **Osar Lake Trail (3)** heads south five miles toward the Alphabet Hills.

MP 24.8. **Landmark Gap Trail South (4).** The first half mile of this trail may be flooded by streams dammed by beavers. The trail forks two miles from the trailhead. Bear right and head toward Osar Lake. The trail eventually peters out after four or five more miles. Scan the surrounding hills for caribou, grizzly, wolf, coyote, ptarmigan and fox.

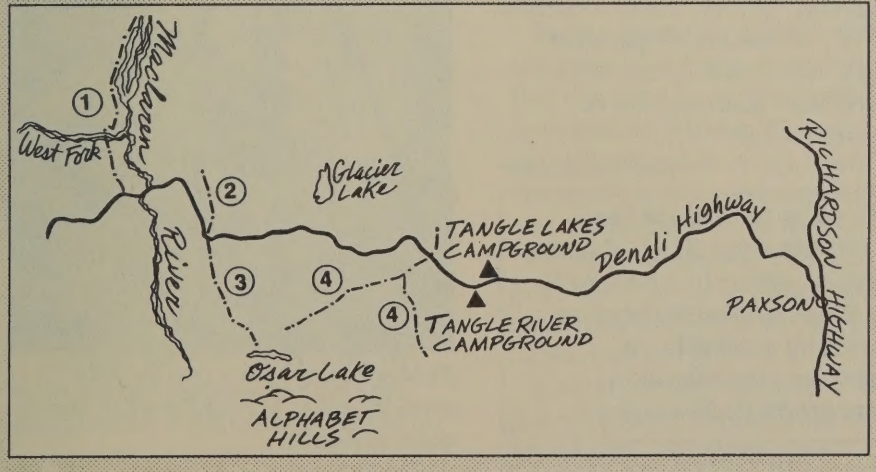
Richardson Highway

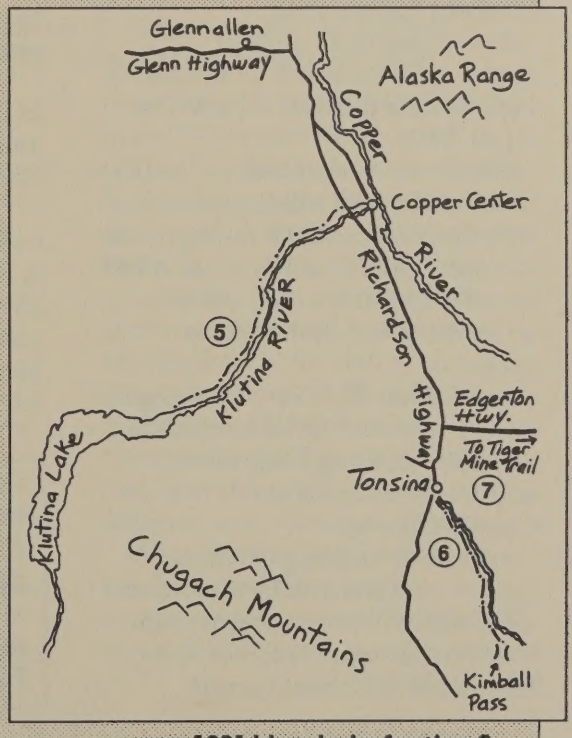
Try the **Klutina Lake Trail (5)** found on the Richardson Highway along the Copper Center bypass. Turn west at a sign saying Brenwick-Craig Road and cross under the oil pipeline. From the pipeline it's about 25 miles to Klutina Lake on bare dirt and gravel. This is an old four-wheel-drive road to Klutina Lake and one may encounter vehicles. In general things are quiet except during hunting season in late summer and early fall.

The **Bernard Creek Trail (6)** is found at Milepost 78.9 of the Richardson Highway. This is a 15-mile trip along an old loop road that was originally part of the historic WAMCATS line and the "Richardson Trail." It is hardpack dirt, uphill all the way. Be in shape and expect some wet spots in spring (June). Some creeks must be forded too. Forest at lower elevations opens up for views of the Wrangell Mountains and the Copper River valley. The trail ends at a small lake above timberline near Kimball Pass where one is rewarded with views of the Chugach Mountains. You may continue on foot up to Kimball Pass as weather and trail conditions permit.

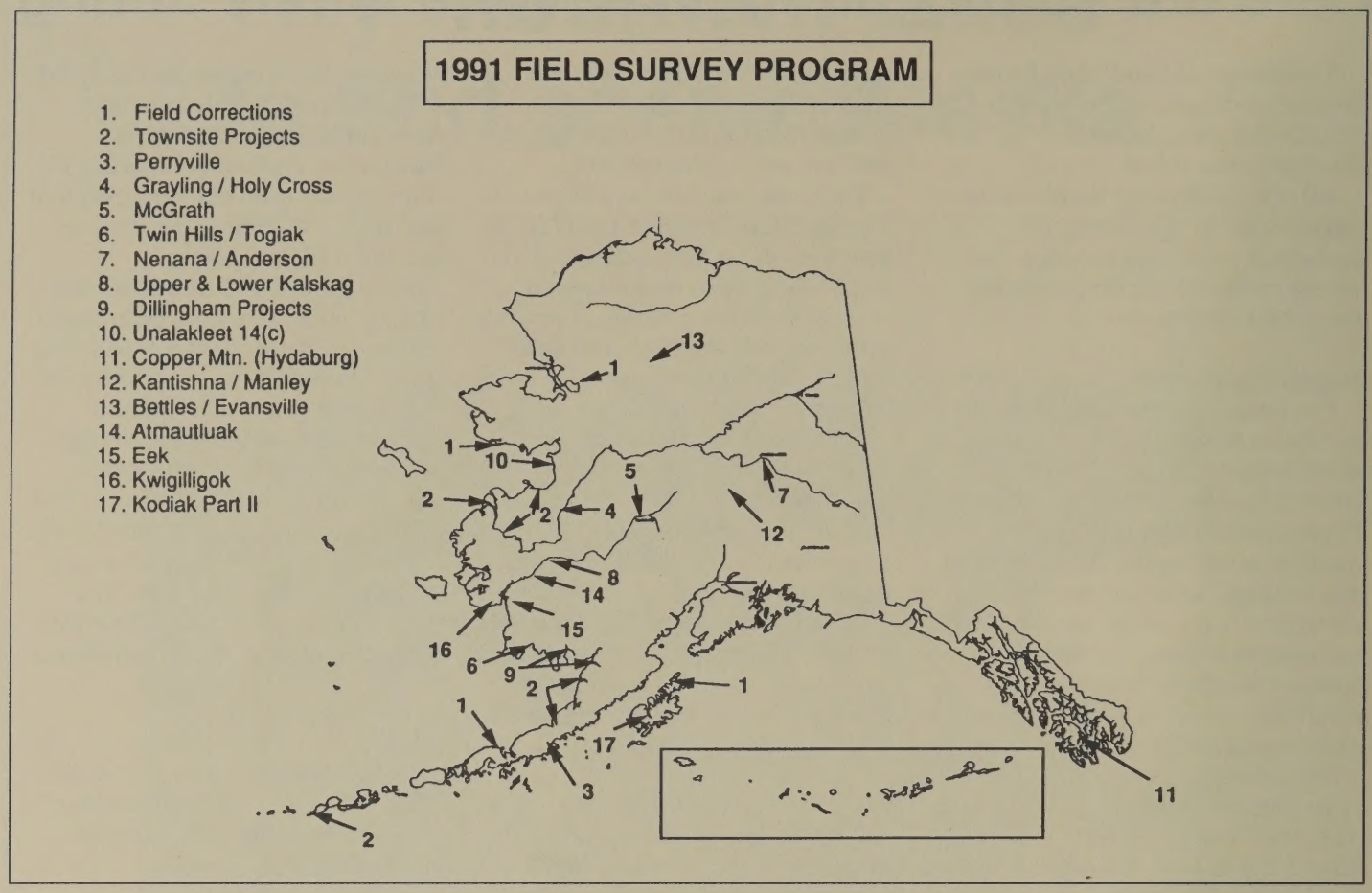
Edgerton Highway

At MP 39.8 (near Chitina) find the **Tiger Mine trail (7).** Eight miles of steep riding brings you to sheep country, above timberline.





Surveyors spring into field season



Summer is almost here and BLM Surveyors are gathering up their equipment and getting ready to head out into the field.

Every year BLM surveys approved areas based on the Patent Plan Process that was initiated in April 1985.

Survey areas are listed on the map above and crews will begin work in May and will continue through mid-October. Unplanned projects or bad weather conditions may delay or affect the completion of some projects.

In addition, BLM is contracting for survey work for the Lower Kalskag, Atmautluak, Kwigillingok and Copper Mountain areas.

Contract Surveys

•**8) Lower Kalskag** (30 miles downriver from Aniak). A contract for $590,528 has been awarded to Mullikin Surveys of Homer to do 109 Native Allotment parcels.

• **14) Atmautlauak** (30 miles west of Bethel). Contract is expected to be awarded before the first of June to survey 268 Native Allotment parcels.

•**16) Kwigillingok** (70 miles west of Dillingham). Contract award anticipated before June 1 to do 221 Native Allotment parcels.

• **11) Copper Mountain** (20 miles east of Hydaburg). Contract award is anticipated before June 1 to do 394 chains of mineral and dependent resurvey, 422 chains of survey, 8 historical sites and one Native Allotment parcel.

—Karren Stockie

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BLM sends surveyors into the field every summer. It's hard work in remote areas in Alaska.

Historic townsite program fades away

Another piece of Americana is slipping toward sunset as Alaska's U.S. Townsite Trustee duties come to an end.

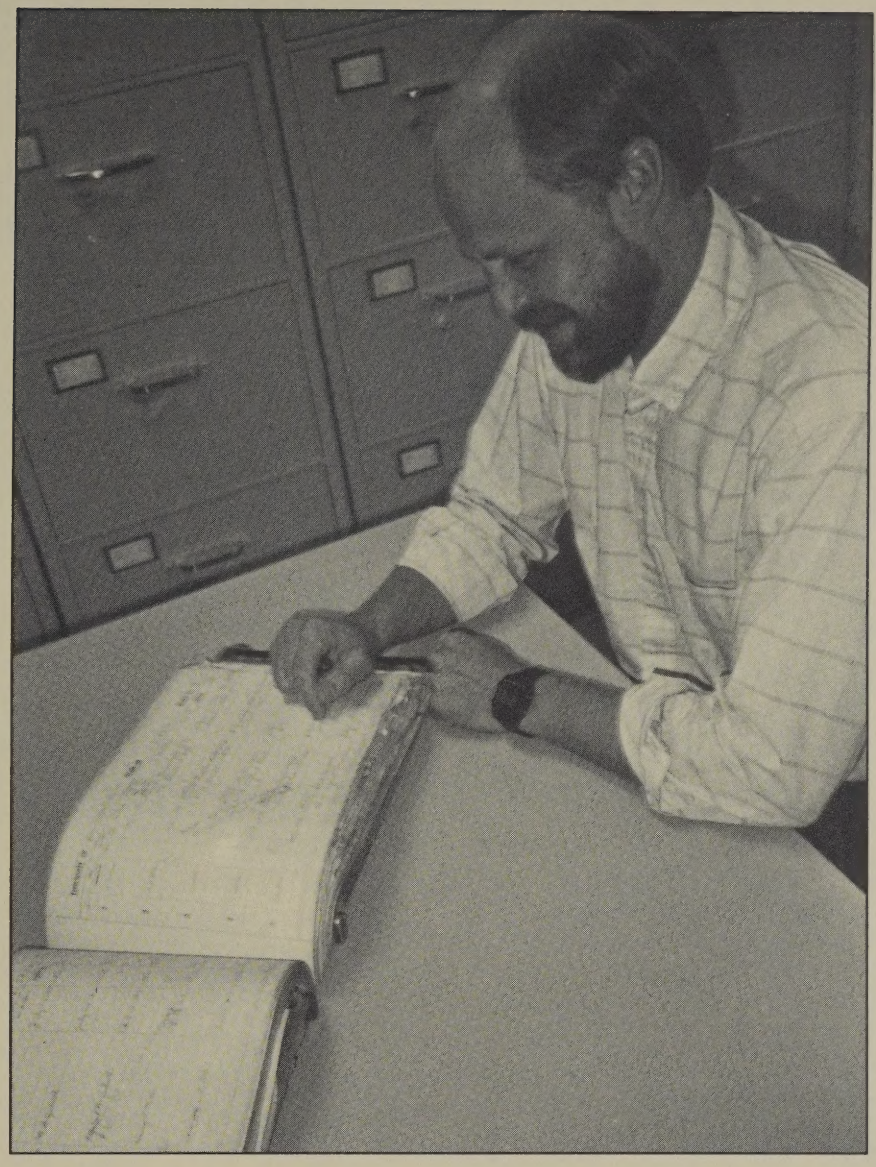
From the early days of Alaska, individuals living in a community could petition the federal government to establish a townsite. A townsite is an area of public land the government would set aside specifically for disposal as an urban development.

Alaska's biggest cities, Anchorage, Fairbanks and Juneau, all started as townsites.

Under the auspices of the General Land Office (a predecessor of the modern BLM), a townsite would be laid out and surveyed; a U.S. patent for the land would then be granted to a person the Secretary of the Interior appointed as townsite trustee. The trustee would take applications for deeds from the individual residents, and if all the legal requirements were met, the trustee would issue a deed to each person's property. After the land was all deeded, the trustee would officially close the government files on that townsite.

In Alaska the townsite process started in 1891. One hundred and one years later, it is nearly finished. During those years, about 150 townsites were established and patented, and deeds were issued conveying the land to thousands of applicants. More than 300 detailed sub-divisional surveys were made to allow the land to be transferred from the government to the people. In Anchorage alone, 12 U.S. subdivisional surveys were run as the townsite grew.

Around the turn of the century, with the immense distances and tremendous difficulties of travel in Alaska, the trustees were often appointed from among the townsite's residents. Later it became apparent that the public interest would be better served by vesting trusteeship in a federal employee.



Al Breitzman displays the original tract book for the Anchorage railroad townsite. The book dates from 1915, when the first auctions were held.

Realty specialist Allan Breitzman says there are many complexities that can arise in administering townsites in Alaska. "Many, many court decisions over the years have changed the laws, the regulations and the focus of the program. However, recent court decisions have clarified some things, and we now see a likely end to the program by the end of 1993."

Breitzman says "Our staff of three feel we can work ourselves out of a job now by completing the conveyance of the lands remaining in the 34 townsites still open."

BLM Land Law Assistant Shirley Spurlock manages the historic and active Townsite files. Here one can find U.S. Patent to the Townsite Trustee, the detailed records of surveys completed, and account books showing the financial management of the townsite properties. Many of these documents are of historical interest, and Spurlock often finds the names of prominent Alaskans in them.

When the townsite duties are finished, these files will be computerized, and will be accessible through BLM's public room system.

—Rob McWhorter

frontier flashes

By March BLM had already received more than **100 applications for the North Star volunteer fire crew.** This will be fourth year of operation for this crew, whose members volunteer eight hours a day for basic fire-fighting training and project work, then earn wages when they're sent out to fight wildfires. Sixty to 70 percent of the applicants are from rural villages. Most crew members can go on to full-time paid jobs after they spend a season on the North Star crew.

Two North Star Crew members watch a plane drop retardant.

Supervisory librarian Martha Sheppard of BLM's Alaska Resources Library met with representatives from resource libraries around the world at Dartmouth College to discuss the compilation of an expanded version of PolarPak, **a bibliographic computer program** sponsored by a grant from the National Science Foundation.

Thomas C. Mowatt and Arthur C. Banet of BLM's Division of Minerals, gave several **oral presentations and poster presentations at the American Association of Petroleum Geologists' annual convention.** Mowatt spoke on the reservoir quality and potential in the National Petroleum Reserve-Alaska ; Banet spoke on the possible hydrocarbon habitat of northeast Alaska and the Yukon. Mowatt (with Ogbe, Kamath and Sharma) gave a poster presentation on petrologic-petrophysical relationships, West Sak and Ugnu, Northern Alaska. Banet gave a poster presentation (with Dave Evans) on Geochemistry of Biological Marker compounds extracted from sediments and oils of the Bulge, Northern Alaska and Yukon Territory. They gave a joint poster presentation on reservoir quality studies in the Arctic National Wildlife Refuge, Alaska.

Dave Vickery, BLM Chief of Public Affairs for Alaska, has been named **chairman of the Outdoor Writers Association of America, Inc., committee on National Affairs and Environment.** BLM is a supporting member of this organization, a non-profit and educational association of outdoor communications professionals.

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